

The National *Falcon* News



Tony Sowell (FCA#12587)
Wentzville, Missouri

1964 Custom Falcon

OCTOBER 2006

Cover—Tony Sowell

Tony Sowell and his family, Louann, Loryn and Brandon, of Wentzville, Missouri are new to the FCA and consider themselves a Falcon family—converted. Tony had his amazing 1964 Custom Falcon at the Indianapolis show and it caused quite a stir! Everybody just wished it had been there longer so we could have had a closer look at all the fine details and fabrication that went into the customization of this example of the next generation of Falcons.

Read more about Tony and his Falcon beginning on page 4.

Are you a new member of the FCA? An old member? Send in your Falcon story for the cover of *The National Falcon News*.

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net.

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Presidents Message

The 27th National Convention is now history, but it is not too early to start making your plans to attend the 28th National Convention in 2007 hosted by the Northland Chapter. Early registrations will help the host chapter as they finalize their planned activities. Once again, on behalf of the Officers, Board of Directors and the FCA Membership, thanks to the Hoosier Chapter for the great job hosting the Race to Indy.

Don't forget the last Regional Meet planned for October. The Wheat State Chapter will be hosting this event. Support the chapter by attending this event.

Congratulations to Ray Chevalier who will be serving as your new Northeast Regional Director.

Chuck

Letter to the Editor

Although I don't see a regular "Letters to the Editor" section in *The National Falcon News*, I still felt compelled to write to say that I really liked the article in the September issue about dual master cylinder conversion by Dick Harrington. This is the kind of information that I need. His article was well written and the pictures are great. Dick Harrington is a keeper, and I hope to hear more from him in future articles. Is there going to be an index kept so folks can find this good stuff later?

Richard Chapman #10143

Editor's Note: I totally agree that Dick is a keeper! See his latest Tech Article, *Driver's Side Fresh Air Inlet Vent Upgrade*, on page 8 of this issue. Bruce Wolfe, Head Tech Advisor keeps an index of Tech Articles, which will be published in an upcoming issue.

Upcoming Features: New FCA Members / Board Member's Falcons

NEW MEMBERS: As a continuing effort to showcase new FCA members and their Falcons, we are calling for photos and stories from new FCA members to be featured in future issues of *The National Falcon News*. If you have recently (within a year) joined the FCA, please send your stories and photos to the Editor at the address on page 2. Please indicate on the material that this is a new member feature. Not-so-new members: we want to see your Falcons too, so send 'em in!

BOARD MEMBERS: By next year's National Meet, I want to run a feature story on each Board member and their Falcon(s). Bob Passino, Frank Bell, Cliff McKay, Kent Whisenhand and Mark Sword: we want to see your cars in *The National Falcon News*!

-Editor

Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.-monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter Phoenix, AZ

2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at 4:30
PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.-monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.-7 PM
Fire Mountain Rest.,
Concord Mills Blvd
off I-85
(704) 735-5077

Central California Falcons Bakersfield, CA

1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA

3rd Thursday at Applebee's in
Clovis, 98 Shaw Ave. 7:00 PM
559-322-0108

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat - monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.-monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.-Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.-bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.-monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.-monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun-bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.-monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.-monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Chapter Minneapolis, MN

2nd Sat odd months
(763) 420-3050

River City Chapter Sacramento, CA

2nd Tue-monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday-bimonthly
(818) 845-9725

Sooner Falcons Oklahoma City

3rd Sat.-monthly
(405) 205-3497

Sonoma County Santa Rosa, CA

1st Thurs.-monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.-monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 265-3301

Virginia Falcons Richmond, VA

2nd Sun. even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487



I grew up around all kinds of hot rods. I can remember my brother Jerry having a 1970 Barracuda, my cousin had a Road Runner, all their friends had cars as well. My brother Jerry passed away in 1977. My other brother Gary had a 1966 Coronet, so in 1999 I bought a 1967 Coronet. My daughter and my nieces called themselves the Coronet cousins. I restored the Coronet with a stock look, but it had a hint of custom accents. It was really a nice car, but I wasn't satisfied.

My brother had some hard times and sold his car. After having my second heart attack, I decided to sell my Coronet in 2003. I really thought after I sold that car I would never buy another car. I became friends with a Ford guy, Jeremy Harris. He had a 1964 Ford truck, a 1964 Fairlane and a 1964 Falcon. I saw the Falcon and ask him if he would like to sell the car. It was sitting at his Dad's house



In the beginning—August 2003



April 2005



In progress—May 2006



outside in the elements. It was in need of a lot of attention. Three years of attention, to be exact.

We had done some things to the car and had raced it for a while. It ran 12.5's, but I had better things in mind for the car. I had drawn some pictures of what I wanted to build on a budget of \$15K. My goal was to show young people that they can take a little money and some time and use their imagination to create something that may affect people in a positive way.

Here's where it all began. I started with the engine. It has a 1989 Ford HO motor, Trick flow heads, roller rockers, 292/512 cam, headman shorty headers, Professional Products intake, 65mm throttle body, 80mm mass air flow, cold air intake. I made the valve covers; I just couldn't find what I liked. The wiring started out with a painless kit under the dash and I used the factory connectors off the original motor and made my own for the motor. As we all know, Ford has ways to many links, relays. The transmission is a C4. After the 2nd transmission, I decided to build it to race. It has a racing shift kit, 2800 stall speed convertor, with a B & M quick Silver ratchet shifter. This works together very nicely, it screams on the highway though. The rear end is a 9" ford with 373 gears and has been cut down a total of 6". Suspension is a 4 link with adjustable coil over. I think the combination should easily break into the 11's.

Well, I had another heart attack and the car wasn't touched for another year; I just didn't have the energy. In the meantime, my wife tried to get it on the show Over Haulin'. I really think that Chip Foose is great for what he stands for. It's just not the design. I like a lot of the things

April-June 2006 Preparation for National Meet

Continued on page 16→

Tech Tip

Drivers Side Fresh Air Inlet Vent Upgrade

A simple and convenient change you can make to your 1960-63 Falcon/Comet is to replace the driver's side fresh air inlet vent with one from a 1964-65 Falcon/Comet. The 60-63 unit functions by opening and closing a door. Reaching down with your hand or being clever with your foot as you cruise along can be risky. Ford must have realized that this was an issue, in the 1964 a cable-operated vent became standard. At age 18, I was pretty good at opening and closing the door with my foot, today I get cramps in my thigh just thinking about that move. This upgrade is more convenient and a pretty simple swap.

The original unit is held in by two threaded rods (J-bolts) that can be reached by opening the vent door.

Simply loosen the nuts until you can rotate the J-bolt to unhook it from the fresh air inlet.

Three bolts through the rim of the 1964-65 fresh air inlet vent hold the unit in place. You will need to drill three 1/4" holes in the fresh air inlet. Hold the 1964-65 fresh air inlet in place and



1960-63 Fresh Air Inlet Vent
Note: vent door is broken off



1964-65 Fresh Air Inlet Vent



Three Mounting Holes



J-Bolts



Dick Harrington

carefully mark the hole locations. Be sure that you have the vent rotated correctly so the cable pull will meet up with the emergency brake mounting holes. Drill $\frac{1}{4}$ " holes at your marked locations.

Reach up and over the fresh air inlet lip and insert three 1" x $\frac{1}{4}$ " bolts and use a flat nut to hold the bolt in place.

I use self-sticking weatherstrip on the fresh air inlet unit to seal it to the cowl. You could purchase the fresh air inlet gasket from a Falcon vender if you like.

Slide the fresh air inlet vent up over the bolts and fasten with a nut at each of the three locations.

The bracket that holds the cable to the dash neatly matches up with the emergency brake support at the base



This is what the cowl lip looks like

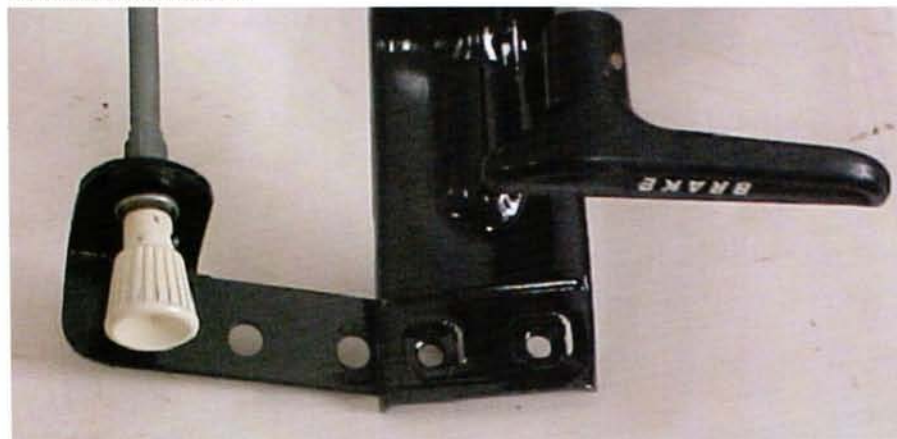
of the dash. Remove the two bolts that fasten the emergency brake to the dash, slip in the fresh air inlet vent cable bracket and re-install the bolts. As a final step, I painted the pull knob off-white to match the dash knobs.

CAUTION: The location of the air inlet is very close to where the wiring harness enters from the engine bay into the car interior. You will need to use caution as maneuver around the wiring harness.

Now I can cruise and adjust the driver's fresh air inlet vent without needing to be a contortionist.



Self Stick Foam Gasket



The vent knob bracket holes match the emergency brake mounting holes. Note: When you remove the bolts that retain the emergency bracket, there is no need to hold the nuts on the emergency brake as they are held in place by caged nuts.

Dick Harrington of Delhi, New York is a new member of the FCA (#12563). His cars include a 1963 Sprint Hardtop, 1963 Sprint Convertible, and a 1965 Comet Cyclone.

His black Sprint hardtop was featured in the September 2006 issue of *The National Falcon News*.

Have a Tech Tip? Send it to the Editor at the address on page 2.

The FCA or the Editor assume no responsibility for information contained in Tech Tips.

Classified Advertising (con't)

through it. I am not looking for the cloth reproduction. I will consider other colours as long as it is similar to the original. I need 16 feet. Please phone Joe at 905-335-2834. Ontario Canada.

Rear axle complete, 6-3/4 inch diameter, and axle code 2, 3.89:1 ratio. Was used on 1960 Falcon Wagons, Rancheros or Taxis and 1961 Comet Wagons or Taxis with 144 c.i. engines. Phone Joe at 905-335-2834. Ontario Canada

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

I have parts for 1963 Falcon. 1 center console, black. Excellent shape. \$100. Four 14" wire wheel covers with Ford crest \$150.

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NOS bellhousing for 6 cylinder with small C4. \$ 35. Don Fales, 352-493-0354 or flatheadv8man@bellsouth.net. FL.

Ford Falcon factory air conditioning system. This was a factory installed air system and not a dealer add-on. This system came off a car with a 170 c.i. engine. but will fit others. System includes compressor, condensor, dryer, radiator, radiator shroud, 6-blade fan, double water pump pulley, double crankshaft pulley, all hoses and the blower/temperature control unit for inside the car. All mounting brackets for the system are included. \$400. Call Mark at 406-376-3163 or email mak3@ttc-cmc.net. Pictures provided on request.

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Indy Individuals

Jon Arnold: Dad's Falcon

Jon Arnold (FCA #10822) of Palmyra, Indiana went on his first date in his Dad's Falcon in 1969. He took his date to the County Fair and he even got kissed! He also drove The Falcon to obtain his learner's permit.

Jon's dad, George K. Arnold, bought the Falcon from the R.W. Craig dealership in New Albany, Indiana and drove it daily from Palmyra to work at the Ford plant for years.

Jon has lots of his dad's original paperwork, including the owner's manual, his Ford plant ID badge and Scottish Rite and Blue River Lodge membership cards. He also has some of his dad's tools and special items displayed with the car.

The 1965 Falcon sedan is totally stock, with a careful emphasis on originality. It has been repainted with the original color, Dynasty, and the interior and exterior are both as original as Jon could make them, including replacement of the original vinyl roof, replacement of the interior, restitched with new fabric.



Jon and Dad's Falcon at Indy Nationals



Original owner's manual and Dad's memorabilia



Restored to original Dynasty paint color and vinyl top

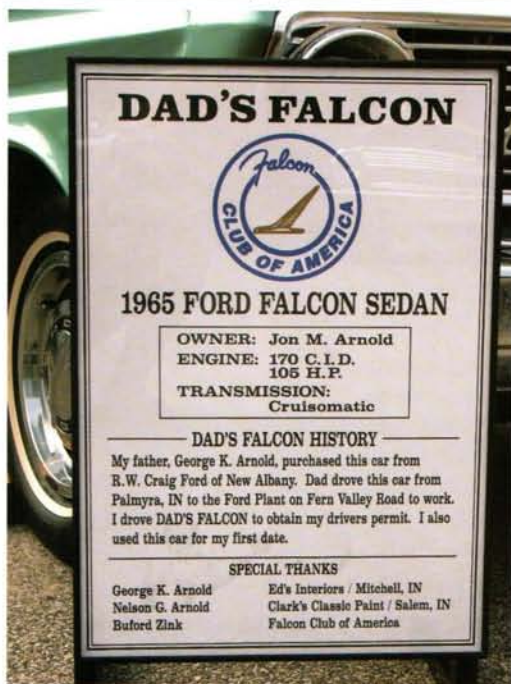


Before Jon's meticulous restoration in 2000, which took him two years, he and his brothers "restored" the Falcon in 1969. In that restoration, they painted it Ginger Moon Dust Metallic, installed an eight-track tape player and removed the vinyl top. The vinyl on the roof had flaked badly, and his dad, being a Ford man, was very irritated about that, so they just removed it, painting the whole car the Ginger Moon color.

Although Jon's dad passed away in 1978, his Falcon lives on, thanks to Jon's special care and attention. It is a classic Falcon example, winning Best in Class at the Indy Nationals, in the 1964-65 Sedan category.

Today, the Falcon garners lots of attention at cruise nights and parades, along with many trophies and thumbs-up while driving down the road.

And, by the way, Jon is still best friends with the girl he took to the County Fair in the Falcon!



Editor's Note: This is the second in a series of profiles of FCA members and their Falcons, all photographed and interviewed at the 27th National Falcon Convention in Indianapolis in July 2006. There were so many very nice Falcons and friendly people that the Editor went on a weekend long quest for photos and stories of members and their cars, a very rewarding and satisfying process. I sincerely thank each of them for their time and attention.

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—Continued from page 5



he does, but I wanted to do something that would maybe make him stop and just look. It wasn't until this year that I decided to start again on the car. I took my family on a cruise. While we were on the cruise, my wife and I talked about finishing the car. I told her I was going to dedicate my time in doing so for show season. This was the end of March of 2006. Remember, the car had no paint and no interior. The engine was complete but not detailed. So here is where I started again.

The interior took a lot of thinking time. I was a Manager of Custom Audio, a car audio place in Madisonville, Kentucky. In the early '90's. I had worked with fiberglass on several occasions. I knew that I wanted to do something unique with the interior of the Falcon. You can never do better than what the factory designed on the outside of the car. The bodylines are very nice, so I made a mold to match the front fenders of the car and used them on the door panels. If you open one door and look through the car the bodyline flows right into the door panels. I really like it so much I wanted to maintain that same theme on the console and the trunk; I just reversed it. The dash was hand made from sheet metal and exhaust tubing, but there wasn't a good breaking point on the dash so we had to continue through the glove box and into the air vents. By the way, the vents are from a new Ford F-150. The seats are from a 2000 Cougar. The rear seats are cut down 8 inches and I made headrests into the back deck. I found material to match the seats and covered everything on the inside. The stereo has only 3 speakers, 2 6-1/2" Alpine S Series and 1-10" Phoenix Gold sub. The amp is a Hypnotic 75x4 channel amp. The CD player is a Sony. Sounds very good for what it is.

The paint took my friend, Rich Mutert, and myself about two weeks. We stripped the car and did everything in only two weeks. I still have a full-time job. The car was really wavy but over all it didn't have a lot of major repair work to be done. For the tail light lenses I wanted something different. So I cut the center out, ground them down and plastic welded them back in and used billet alt caps as inserts. I drilled and tapped them so they are screwed in place like they do on the pulley. Wow, I thought it was really cool.

I didn't want to leave the gas cap and the rear trim on the car. The car has a fuel cell and I fill up in the trunk any way. We welded it in solid just to keep it clean.

I removed all emblems and the stripes. I left the trim pieces to break up the color on the side of the car. I wanted to make the grille a little different than what you

Continued on page 20→

National Falcon Photo Contest: Call for Entries

The Falcon National News is calling for entries in the 2006 National Falcon Photo Contest.

ENTRIES

Conventional prints and digital photos will both be considered (no slides, please). Digital photos **MUST** be sent on CD. **No email attachments will be considered.** All digital photos must be high resolution JPEGs, 300 dpi at 4x5 inches or larger. Please send along a color copy of the digital file so we can see what it should look like. Do not add borders, text or do any image editing. Please put your name and address on the back of all prints (address labels work great for this purpose) as the entries will be mixed up during judging. Please be sure to indicate the year and model of your Falcon and identify any people in the photo.

Write at least a few paragraphs about yourself and the car; entries including stories will receive preference during judging. Longer stories with several photos or photos

including people will also receive preference during judging. Send all photos to the Editor at the address on page 2. Mark envelope "FCA Photo Contest." Include a self-addressed stamped envelope with sufficient postage if you want your photos returned.

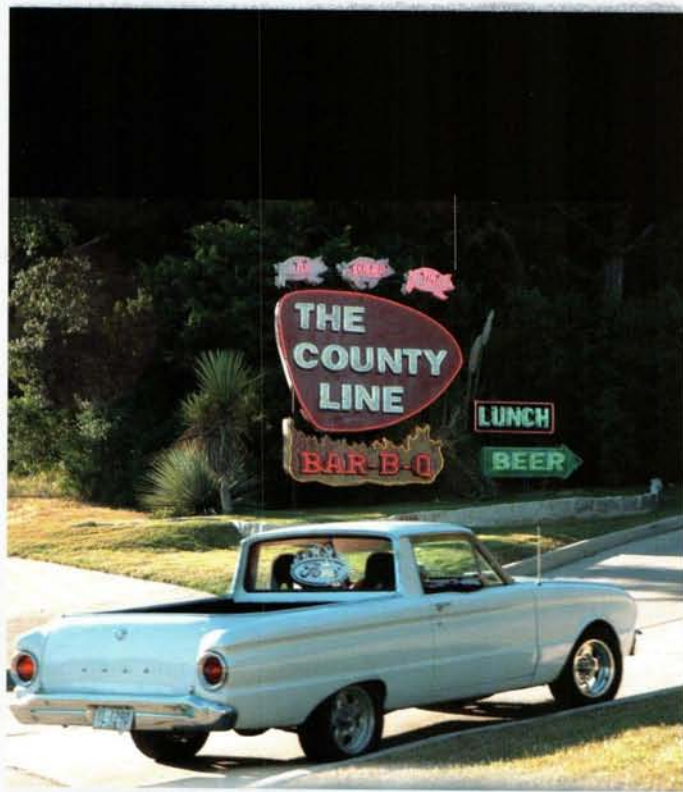
PHOTO TIPS

Photos should be well exposed without areas of heavy shadow or distracting backgrounds. Overcast days are perfect for even lighting. When composing your photos, remember that the cover is vertical, while cars are basically horizontal. Be sure to include the entire car in the photo, with some "breathing room" on all sides. Turn off the date feature on your camera.

DEADLINE

All entries must be received by December 31, 2006. The First Place Winner will appear on the front cover of the June issue in 2007. Photos not used on the covers will be used elsewhere in the magazine.

Start NOW and scout out a picturesque and unique location for your Falcon—make a memorable photograph for the front or back cover of The Falcon National News.



—Continued from page 16



Fiberglass formed to reflect exterior body lines



Old wheels, new wheels

would normally see. I painted the verticals black to make them appear as if they are floating. I had the blue picked out for a long time. The other, Crystal Grey Metallic, didn't come about until I was driving home from work and saw this color on a 2006 WRX Subaru. This was a couple of days before we painted it. I think the color combination worked. We block sanded the car 3 times dry and one time wet. Many, many late nights. I had special ordered the wheels before we left for vacation. My car is the first car that has the Bonspeed Retro V1. Thanks to Bill Williams with US Wheel Company. They show up the day before I left for Des Moines for the Good Guys event. Over all I think the car has subtle changes. This car I call GTF 5.0 if they were ever going to create a GT Falcon this is my version of that.

I met a very nice couple of gentlemen in Des Moines who told me about the Falcon Nationals in Indianapolis. My wife and I were very skeptical at first. We have always done Good Guys shows, but I wanted to go. I cancelled the Good Guy's Columbus show and came to Indy. My wife and I were so impressed that as we were leaving the show on Sunday, we booked our reservation for next year's show. Wendy, and all the Falcon members, made me feel like we were family. This is not very common in today's society—I feel like I'm part of something. I was originally going to sell the car when I got it done. After being at the Indy Convention and seeing everyone's Falcons, I feel like I have found my niche. I want, as Wendy said, to be the next generation of the Falcon Club of America. I want people to be inspired by what I do.



I want my daughter and son to look and appreciate the time it takes to have a bone stock, or a full custom Falcon. I was inspired to build another Falcon after seeing some of the nicest Falcons I've ever seen. This one will be for my wife. I went to a local Falcon man and bought another one. It will be a 1961 and will be at the 2008 Nationals. Yes, I am a Falcon Man—converted. I have always owned a Ford. The hot rods I have had have always been something else.

We have always been a Ford Family, but now we are a FALCON family.

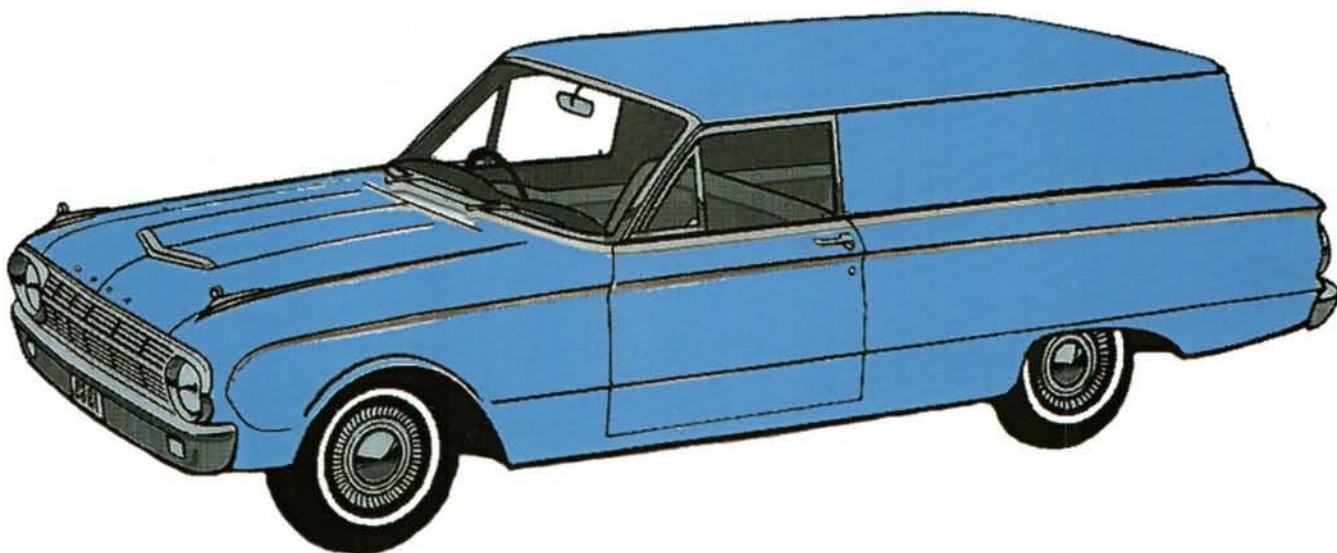
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SALVE FOR BURNS

Did you know that Colgate toothpaste makes an excellent salve for burns?

STUFFED UP NOSE

Before you head to the drugstore for a high-priced inhaler filled with mysterious chemicals, try chewing on a couple of curiously strong Altoid peppermints. They'll clear up your stuffed nose.

ACHY MUSCLES

Mix 1 Tablespoon of horseradish in 1 cup of olive oil. Let the mixture sit for 30 minutes, then apply it as a massage oil, for instant relief for aching muscles.

SORE THROAT

Just mix 1/4 cup of vinegar with 1/4 cup of honey and take 1 tablespoon six times a day. The vinegar kills the bacteria.

CURE URINARY TRACT INFECTIONS

with Alka Seltzer. Just dissolve two tablets in a glass of water and drink it at the onset of the symptoms. Alka-Seltzer begins eliminating urinary tract infections almost instantly—even though the product has never been advertised for this use. (Note Alka-Seltzer Plus Cold Medicine is not the same and contains aspirin, which can cause stomach bleeding if you have ulcers.)

REMEDY FOR SKIN BLEMISHES

Cover the blemish with a dab of honey and place a Band-Aid over it. Honey kills the bacteria, keeps the skin sterile, and speeds healing. Works overnight.

THERAPY FOR TOENAIL FUNGUS

Get rid of unsightly toenail fungus by soaking your toes in Listerine mouthwash. The powerful antiseptic leaves your toenails looking healthy again.

EASY EYEGLASS PROTECTION

To prevent the screws in eyeglasses from loosening, apply a small drop of Maybelline Crystal Clear nail polish to the threads of the screws before tightening them.

CURE FOR RUST

Forget those expensive rust removers. Just saturate an abrasive sponge with Coca Cola and scrub the rust stain. The phosphoric acid in the Coke is what gets the job done.



CLEANING LIQUID THAT DOUBLES AS BUG KILLER

If menacing bees, wasps, hornets, or yellow jackets get in your home and you can't find the insecticide, try a spray of Formula 409. Insects drop to the ground instantly.

SMART SPLINTER REMOVER

Just pour a drop of Glue-All over the splinter, let dry, and peel the dried glue off the skin. The splinter sticks to the dried glue.

BOIL CURE

Cover the boil with Hunt's tomato paste as a compress. The acids from the tomatoes soothe the pain and bring the boil to a head.

BALM FOR BROKEN BLISTERS

To disinfect a broken blister, dab on a few drops of Listerine, a powerful antiseptic.

VINEGAR TO HEAL BRUISES

Soak a cotton ball in white Heinz vinegar and apply it to the bruise for 1 hour. The vinegar reduces the blueness and speeds up the healing process.

KILLS FLEAS INSTANTLY

Dawn dish washing liquid does the trick. Add a few drops to your dog's bath and shampoo the animal thoroughly. Rinse well to avoid skin irritations. Goodbye fleas.

RAINY DAY CURE FOR DOG ODOR

Next time your dog comes in from the rain, simply wipe down the animal with Bounce or any dryer sheet, instantly making your dog smell springtime fresh.

ELIMINATE EAR MITES IN CATS

All it takes is a few drops of Wesson corn oil in your cat's ear. Massage it in, then clean with a cotton ball. Repeat daily for three days. The oil soothes the cat's skin, smothers the mites, and accelerates healing.

FAST PAIN RELIEF

It's not for breakfast anymore! Mix two cups of Quaker Oats and one cup of water in a bowl and warm in the microwave for one minute, cool slightly, and apply the mixture to your hands for soothing relief from arthritis pain.

USE HOME REMEDIES WITH DISCRETION

The Editor, the FCA, the Arizona Chapter and the submitter are not responsible for any mishaps that may occur from following the above tips. Please always seek appropriate medical care. These tips are informational only and meant to entertain.

—Reprinted from The Desert Flyer,
Arizona Chapter Newsletter, Reba Schweitzer, Editor



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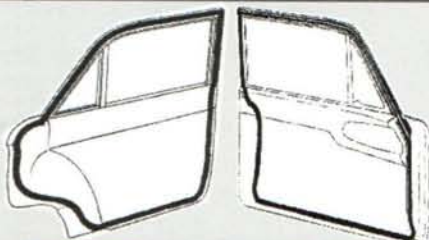
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